

## **ACCIDENT PREVENTION** (Revised September 2001)

**8322**

Accidents occur because of unique combinations of four elements: people (man), their equipment (machine), the environment in which they operate (medium), and their mission. Circumstances acting on these elements create situations where accidents can occur. Of the four elements, people offer us the best means of adapting to changing circumstances. Aircraft accident statistics confirm the idea that the thinking process is of prime importance for any safety program. Therefore, a great deal of accident prevention is directed toward informing and motivating people to improve their safety awareness and habits.

## **INFORMATION DISSEMINATION** (Revised September 2001)

**8322.1**

Keeping the CDF aviation community informed of safety issues, ideas and concerns is by far the greatest tool in preventing accidents. The objective of the accident prevention program is to inform and motivate people to improve their safety awareness and habits. This can be done through the dissemination of safety publications, audio-visual materials, workshops and personal contact.

## **DIRECTION** (Revised September 2001)

**8322.2**

Directives in the Aviation Safety Program provide guidelines and direction for operation of the department's aviation program. Direction will normally take one of the following forms:

**Regulations** – These are legally binding rules generated by regulatory agencies whose responsibilities include as part of their normal operations the oversight and regulation of the department's aviation program such as the Federal Aviation Administration regulations, Department of Agriculture, Forest Services, regulations governing the operation of Federal Excess Personal Property (FEPP)

**Standardized Procedures** – These procedures are incorporated into manuals and handbooks intended to standardize aviation operations such as the 8300 Manual and individual aircraft operator's handbooks.

**Temporary Directives** – These will be distributed through the department's Issuance Program and will temporarily modify the Aviation Safety Program portion of the 8300 manual. An expiration date will be noted on the Temporary Directive.

**Memoranda** – Will be use as a method to provide non-urgent guidance and direction for specific situations and procedures that may or may not be incorporated into either a Temporary Directive or regulation. Memoranda will not be use to disseminate information relevant to safety of flight or aircraft maintenance.

Aviation Safety Alerts – Safety Alerts are issued by both the Forest Service and CDF and are intended to provide for the most expeditious method for dissemination of urgent information relevant to the safety of flight.

## **INSPECTION AND ASSISTANCE**

**8322.3**

**(Revised September 2001)**

Safety assistance visits will be made at least once a year to each air attack and helitack base by the Aviation Safety Officer and Aviation Management Unit staff. The purpose of the visit is to assist base personnel in maintaining a safe operation, increase safety awareness of personnel, and resolve any safety issues.

Evaluation results will be given to the facility managers and copies will be forwarded through channels to regions/headquarters. Primary areas of evaluation are:

Personnel: Items such as pilot qualifications, currency, ground crew training, emergency procedures, work procedures, and personal equipment.

Equipment: Adequacy of personal protective equipment and maintenance and operation of aviation ground handling equipment and aircraft.

Base Operations: Items to be checked in this area include condition and layout of helipads, taxiways, lighting, refueling, aviation maintenance facilities or work areas, hazard maps, local airport or heliport restrictions, communications, and areas of special concern to the unit.

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